

**STANDARDS PRESENTATION
TO
CALIFORNIA OCCUPATIONAL SAFETY AND HEALTH STANDARDS BOARD**

Attachment No. 1

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PROPOSED STATE STANDARD,
TITLE 8, CHAPTER 4

Amend Section 2561.31 as follows:

§2561.31. Track and Runway Conductor Disconnecting Means.

Suitable disconnecting means shall be readily accessible and operable from the ground, shall be arranged to be locked in the "open" position, shall open all ungrounded conductors simultaneously, and shall be placed within view of the track and runway contact conductors.
(~~Title 24, Part 3, Section 610-31.~~)

NOTE: Authority cited: Section 142.3, Labor Code. Reference: Section 142.3, Labor Code; ~~and Section 18943(c), Health and Safety Code.~~

Amend Section 2561.32 as follows:

§2561.32. Disconnecting Means for Cranes and Hoists.

A motor circuit switch or circuit breaker arranged to be locked in the "open" position shall be provided in the leads from the track and runway contact conductors or other power supply on all cranes and monorail hoists.

EXCEPTION: Where a monorail hoist, monorail crane or hand-propelled crane bridge installation meets all of the following, the disconnect may be omitted:

1. The unit is floor controlled.
2. The unit is within view of the power supply disconnecting means.
3. No fixed work platform has been provided for servicing the unit.

Where the disconnecting means is not readily accessible from the crane or monorail operating station, means shall be provided at the operating station to open the power to all motors of the crane or monorail hoist. (~~Title 24, Part 3, Section 610-32.~~)

NOTE: Authority cited: Section 142.3, Labor Code. Reference cited: Section 142.3, Labor Code; ~~and Section 18943(c), Health and Safety Code.~~

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Amend Section 4885 as follows:

§4885. Definitions.

Man Trolley. A trolley having an operator's cage attached thereto and may be used as an integral part of a monorail hoist or a monorail crane.

NOTE: Authority and reference cited: Section 142.3, Labor Code.

Amend Section 5022 as follows:

§5022. Proof Load Test and Examination of Cranes and Their Accessory Gear.

(c) Proof load tests shall be based on the manufacturer's load ratings for the conditions of use and shall consist of the application of a proof load as close as possible, but not exceeding 110 percent of the load ratings for the boom on the crane. Proof loads shall be applied at the designed maximum and minimum boom angles or radii or as close to these as practicable and at such intermediate radii as the certifying agency may deem necessary. Trolley equipped monorail ~~hoists~~cranes and overhead cranes shall be tested to a proof load as close as possible, but not exceeding 125 percent of the manufacturer's load rating. Monorail ~~hoists~~cranes and overhead cranes shall be tested by traversing the proof load weight the full length of the track, bridge/runway(s) (and cross-overs), in all directions capable of operation, where practicable. In cases of foreign manufacture, the manufacturer's specifications shall be subject to approval by the certified agent as being equivalent to U.S. practice. The weight of all auxiliary handling devices such as, but not limited to, magnets, hooks, slings, and clamshell buckets shall be considered part of the load, except lifting devices which are designed as an integral part of the crane. Other methods of proof load testing may be substituted for the above where acceptable to the Division.

NOTE: The manufacturer's load ratings are usually based upon percentage of tipping loads under some conditions and upon limitations of structural competence under others, as well as on other criteria such as type of crane mounting, whether or not outriggers are used, etc. Some cranes utilizing a trolley may have only one load rating assigned and applicable at any outreach. It is important that the manufacturer's ratings be used.

NOTE: Authority and reference cited: Section 142.3, Labor Code.